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CENTRAL INTELLIGENCE AGENCY

REPORT NO.

INFORMATION REPORT

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COUNTRY East Germany

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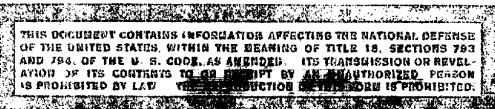
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SUPPLEMENT TO REPORT NO.

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THIS IS UNEVALUATED INFORMATION

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1. At the beginning of June 1953, 47 T-34 tanks were at the tank repair shop in Wuensdorf for general overhaul. Work on the tanks made only slow progress during the last weeks as the many young Soviet soldiers who were newly employed were untrained personnel and had to be instructed by German workers. The notices given German workers for July 1953 were withdrawn following a request by Colonel Khokhlov, as the repair quota could not be fulfilled with the Soviet work force.¹ the night sighting devices for the tanks were delivered by the Zeiss Plant in Jena.
2. On 5 June, 15 T-34 tanks, some of them heavily soiled, arrived at the repair shop in Wuensdorf for general overhaul. Other tanks in want of overhaul included 2 parked between the workshops and 12 on the assembly line in the assembly hall. About sixteen tanks were ready to be picked up by the troops. The discharges of German personnel at the end of May, which 1953 reduced the German work force down to about 200 workers, were followed by the employment of new German personnel in mid-July. As, however, most of the workers previously discharged had found other jobs, it was not possible to bring the German work force up to the requested strength by August.² Major Larin (fnu) (Armd) was assigned as chief of personnel to the tank repair shop in Wuensdorf in mid-August.¹ At the end of July, troops who had so far been quartered in tents near the AAA emplacement 500 meters west of Alt Wuensdorf, moved into a large brick building near the emplacement. The 7 or 8 trucks of the AAA emplacement were parked in a patch of woods near the building. Nineteen tanks to be overhauled arrived in Wuensdorf in August. Sixteen tanks were under repair at the same time. Weapons except guns and radio sets were removed from the tanks prior to their arrival at the shop.³
3. The notices given on 31 May for 15 July were withdrawn at the end of June. The number of about 400 German workers employed at the plant in mid-July was to be brought up to the previous strength of 800. However, all efforts made by the Soviet officers to reach at least the number of 600 German workers at the end of August failed, as the Soviets were unable to hire German workers from the Industriewerk Ludwigsfelde which was not in operation at that time. About 600 Soviet soldiers were employed at the shop at the end of July. They worked in two shifts. The third shift was made by German workers. In June, 25 tanks left the workshop completely overhauled. The monthly quota of tanks to be repaired was still fixed at 17 tanks. In July, 15 tanks were disassembled and 22 tanks were overhauled. The repair quota for August was raised to 34 tanks. With 25 tanks under repair, however, the plant

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was working at full capacity at the time of observation. [redacted]
 [redacted] engines of T-34 tanks were also overhauled at the plant. The work was done in the former gear-construction workshop. The engines were disassembled and fitted with new cylinder liners, new pistons, and new valves, cams and crankshafts were reground and main bearing and big end bearing were changed. The engines were finally tested on a mobile engine test stand. A stationary test stand will allegedly be installed later. Only a small percentage of the tank spare parts produced in workshop No IV (milling shop) were used at the workshop proper, while the larger part was delivered to other tank repair shops. The following spare parts had to be produced per month:

Item	Quota fixed per month	Number of Spare Parts Used at the Shop
Driving gears	148	40
Driving shafts	100	40
Track-connecting tools	47	40
Brake bands	98	40
Side levers	408	200
Flanges	116	40
Brake drums	102	40
Cone-shaped drums	60	40
Hubs of inner drum	58	40
Gear bushings	110	20
Main rollers	60	20

There were serious bottlenecks in the supply of materials including hexagons of more than 12 cm diameter, thin sheets, material for side levers and round material for screws.³

4. All tanks turned in at Wuensdorf for general overhaul arrived by rail. During the working procedure the tanks, from which machine guns and radio equipment had been removed, were pulled to the disassembly shop, where the turret with the gun was lifted off by a hoisting gear and brought to department II in the same shop and the chains were removed, disassembled and shipped to the scrap yard. The tanks were then put on the conveyor belt, where the bogie wheels were removed and also brought to the scrap yard. Side levers, drive sprockets and track-connecting tools were brought to the cleaning plant and subsequently to the welding shop. The engines were taken out, cleaned and overhauled at the engine construction shop. The gears were disassembled, cleaned and reassembled at the gear construction shop, where defective parts were exchanged. Gasoline tanks, fuel and oil pipe lines, current line and air piping, ammunition boxes and protective shields were removed, leaving only the empty hull. After being washed at the cleaning installation, the hull was brought to the welding shop where, by means of a newly constructed installation, the hull can be tipped by 90 degrees to all sides. Thereafter, the tanks were taken to the preassembly shop where all screw threads were cut again, the partition walls were installed, and the sheets and the rear were fitted. The subsequent OTK (technical control) for possible defects was followed by the assembly in the assembly hall and a short test drive, after which the turret with gun was set up. After another test drive of 80 km during which several shots were fired from the gun the tank was spray-painted and made ready to be picked up. No details could be learned on repair and adjustment work on weapons.
5. At the beginning of August 1953, the headquarters of the tank repair shop at Wuensdorf [redacted] included the following Soviet personnel:
 Colonel (Tech) Khokhlov (fnu), commandant
 Lieutenant Colonel (Tech) Vasiliev (fnu), deputy

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Lieutenant Colonel Kanashin(fnu), Political officer

Major (Tech) Larin (fnu), chief of personnel.

The German administrative staff included one Warnecke (fnu) as director of workshops, one Wollbrueck (fnu) as chief of production and Lucie Misdroy as chief of personnel. The repair plant consisted of ten departments which included:

Department No I : Disassembly and assembly shop, headed by Lieutenant Colonel Zatanov (fnu) and operated by 10 German workers and 160 Soviet soldiers working in two shifts

Department No II : Armament and installation of tank turrets, headed by an unidentified Soviet officer and operated by 3 German workers and 50 Soviet soldiers working in two shifts.

Department No III: OGM (sic), construction of jigs and fixtures, headed by Major Shishkin (Tech) (fnu), whose deputy was Major (Tech) Loni (fnu), and operated by 35 to 40 German workers and 60 Soviet soldiers working in two shifts.

Department No IV : Spare part construction shop, headed by Major Kluzov (Tech) (fnu), supervised by Major Yanov (Tech) (fnu) and 4 other officers, and operated by 260 German workers and 400 Soviet soldiers working in two shifts.

Department No V : Forge, tinsmith's workshop and foundry, headed by an unidentified Soviet officer and operated by 50 German workers and 50 Soviet soldiers working in two shifts.

Department No VI : Motor vehicle park with about 25 vehicles including a truck with a hoisting gear, headed by an unidentified Soviet officer and operated by 6 German workers and 30 Soviet soldiers.

Department No VII: Motorcycles, engine and gear construction shop, repair shop for copied BMW engines, headed by an unidentified Soviet officer and operated by 8 German workers and 30 Soviet soldiers.

Department for tool construction; headed by Herbert Goerke, and operated by 18 German workers and 4 Soviet soldiers

Departments for galvanizing, and vulcanization, each operated by 5 German workers.¹

6. As only one conveyor belt could be established in the large disassembly and assembly shop, the maximum output of the plant was only about 22 tanks in case of general overhaul and 30 tanks in case of new production, i.e. finishing of new T-34 tanks, provided there were no difficulties in the supply of material. Should the Wunsdorf repair plant be converted into a production plant for tanks, it would have to be supplied with hulls, bogie wheels, chains, turrets, engines, gears, radio equipment and armament. This would necessitate an enlargement of the welding shop, forge and tinsmith's shop while the machinery, exclusively East German productions, could be used as it was.

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7. The following is a list of rail shipments which, [redacted] were dispatched by the tank repair shop at Wunsdorf in June and July 1953:

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B - boxcar
 SS - heavy duty flatcar
 SSy - " "
 RRY - " "

Date	Number of Cars	Shipment	Receiving Station
2 June	1 SS	tanks, 35 tons	Neuruppin
5 "	1 car	military goods	Magdeburg
6 and 11 June	8 B	tank parts, 120 tons	Muellrose
19 June	1 SSy	tanks, 35 tons	Cottbus
	1 SSy	" 35 "	Greiz
	1 RRY	" 35 "	Lieberose
	1 RRY	" 70 "	"
22 "	1 SSy	" 35 "	Ohrdruf
	2 RRY	" 140 "	Jueterbog
24 "	1 SSy	" 35 "	Haldensleben
28 "	1 SSy	" 30 "	"
24 "	1 SSy	" 35 "	Satzkorn
	1 SSy	" 35 "	Bernau
28 "	1 SSy	" 35 "	Forst Zinna
4 July	1 SSy	" 40 "	Dallgow-Doeberitz
	1 car	military goods 10 tons	Unterwellenborn, Maxhuetten
	1 SSy	tanks, 70 "	Jueterbog
20 "	1 SSy	" 35 "	Jueterbog, Altes Lager
5 "	1 SSy	" 35 "	Haldensleben
5 and 24 July	7 B	military goods 105 tons	Muellrose
7 July	1 SSy	tanks, 70 "	Lossa
19 "	1 SSy	" 35 "	"
15 "	1 SSy	" 35 "	Cottbus
20 "	1 RRY	" 54 "	"
19 "	2 SSy	" 70 "	Bernau
	1 SSy	" 35 "	Schwepnitz

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Date	Number of Cars	Shipment	Receiving Station
20 July	1 SSy	tanks, 32 tons	Schwepnitz
	1 SSy	" 32 "	Koenigsbrueck
	1 SSy	" 32 "	Klotzsche
	1 RPy	" 64 "	Eisenach
	1 SSy	" 32 "	Peitz
23 "	1 RPy	" 70 "	Wolmirstedt
29 "	1 SSy	" 35 "	Haldensleben

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1. Comment. Colonel Khokhlov (Tech) (fnu), Lieutenant Colonel Vasiliyev (Tech) (fnu), Lieutenant Colonel, formerly Major, Kanashin (fnu), and Major Shishkin (fnu) and their positions are known from previous information. Major (Tech) Loni (fnu) was previously mentioned as chief of personnel, while one Major Larin (fnu) is listed in the present report to have held this position. Major (Tech) Kluzov (fnu), Major Yanov (fnu), Major Larin (fnu) and Lieutenant Colonel (Tech) Zatanov (fnu) are reported for the first time.
2. Comment. Information on the discharge program was contained in a previous report.
3. Comment. It is of interest that, despite all efforts, the monthly capacity of 25 to 30 tanks was not reached. The reason for this failure may be the bottleneck in the supply of material.
4. Comment. Information that spare parts for other repair shops are being produced there was previously supplied.
5. Comment. The number of tanks dispatched by rail slightly increased compared with the number dispatched during the preceding months.

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